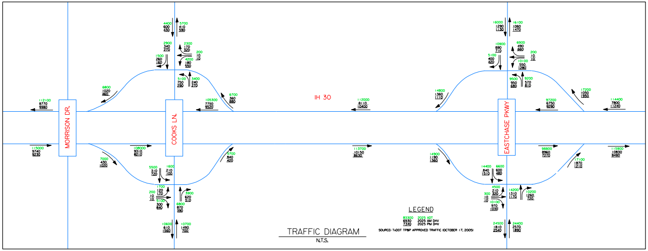
ROLL 3 OF 12


MORRISON DR.
COOKS LN.
IH 30
EASTCHASE PKWY

LEGEND

83300	2025 ADT
6930	2025 AM DHV
7340	2025 PM DHV

SOURCE: TxDOT TP&P APPROVED TRAFFIC (OCTOBER 17, 2005)

TRAFFIC DIAGRAM

N.T.S.

NOTES:

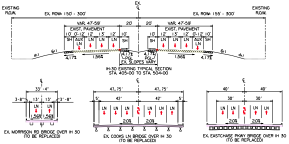
1.) EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY AND RECORD PLANS ONLY.

2.) TRAFFIC VOLUMES SHOWN HEREIN ARE BASED ON TRAFFIC NUMBERS APPROVED BY TxDOT TP&P DIVISION, ON OCTOBER 17, 2005.

3.) THE FLOODPLAIN BOUNDARY LIMITS ARE DERIVED FROM FIRM COMMUNITY-PANEL NUMBERS:
48439C0295 H
48439C0313 H
48439C0314 H
48439C0318 H
48439C0319 H
48439C0338 H
48439C0339 H
48439C0343 H
48113C0295 J
ALL MAPS REVISED AUGUST 2, 1995 AND AUGUST 23, 2001

4.) MINIMUM VERTICAL CLEARANCE FOR PROPOSED ROADWAY BRIDGE IS 16.5'.

5.) FOR PROPOSED CROSS STREET PROFILES, SEE ROLL 9. FOR PROPOSED RAMP PROFILES, SEE ROLL 10.


EXISTING R.O.W.
EX. ROW: 150' - 300'
EX. ℄
EX. ROW: 155' - 300'
EXISTING R.O.W.
VAR. 47'-59'
EXIST. PAVEMENT
20'
20'
10'
0'-12'
12'
13'
SH
AUX LN
LN
4:1
6:1
4.17%
1.56%
PGL
EX. SLOPES VARY
℄
33'-4"
3'-8"
13'
1.56%
47.75'
5'
42'
2.0%
40'
30'

IH-30 EXISTING TYPICAL SECTION
STA. 405+00 TO STA. 504+00

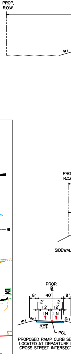
EX. MORRISON RD BRIDGE OVER IH 30
(TO BE REPLACED)

EX. COOKS LN BRIDGE OVER IH 30
(TO BE REPLACED)

EX. EASTCHASE PKWY BRIDGE OVER IH 30
(TO BE REPLACED)

NOTE: BEAM LAYOUT IS NOT REPRESENTATIVE OF EX. BRIDGES.
SUB-STRUCTURE SHOWN FOR VISUAL PURPOSES ONLY.

EXISTING TYPICAL SECTIONS


PROP. R.O.W.
PROP. ℄
4:1
6:1
12'
LN
2.0%
PGL

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL P. CHAVEZ, P.E., DISTRICT ENGINEER

IH-30 CORRIDOR
FROM OAKLAND BLVD TO PROPOSED SH-161
CSJ: 1068-02-072
PUBLIC HEARING DISPLAY

JANUARY 25, 2007

IH 30 MAIN LANES
STA. 213+00 TO STA. 888+77
EXCLUDES STA. 750+00 TO STA. 850+00

DESIGN SPEED:
FREEWAY = 70 mph
RAMPS = 50 mph
FRONTAGE ROADS = 40 mph
CROSS STREETS = 40 mph

SCALE: 1"=200' H, 1"=20' V

ROLL 3 OF 12
IH 30 STA 405+00 TO STA 504+00

These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

Matthew G. Craig	69910	10-06-2006
Type or Print Name	PE#	Date

Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

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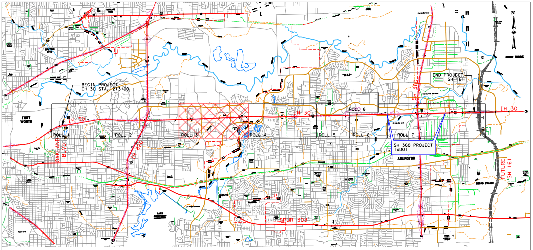
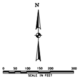
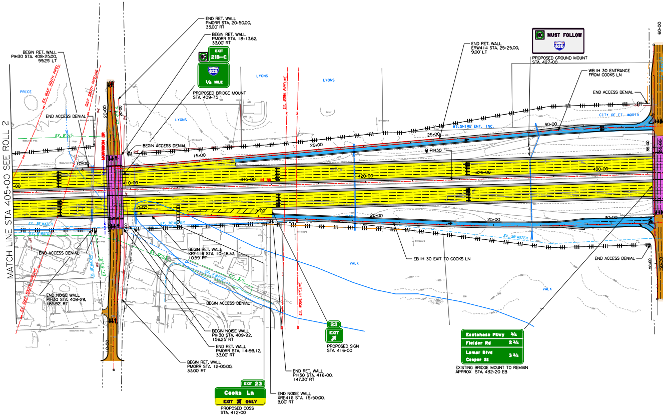

N
BEGIN PROJECT IH 30 STA. 213+00
END PROJECT SH 161
FORT WORTH
IH 30
SH 360
ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 5
ROLL 6
ROLL 7
ROLL 8
OAKLAND BLVD
IH 820
SH 360 PROJECT TxDOT
ARLINGTON
FUTURE SH 161
SPUR 303

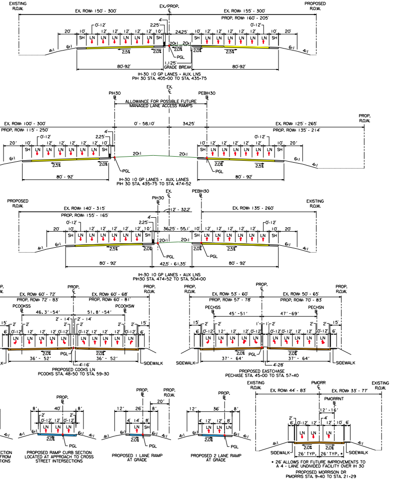
LOCATION MAP
N.T.S.

LEGEND

	EXISTING R.O.W.
	PROPOSED R.O.W.
	CONTROL OF ACCESS (ACCESS DENIAL LINE)
➡	DIRECTION OF TRAFFIC
	EXISTING PROPERTY LINE
	CITY LIMITS
	100-YR FLOODPLAIN LIMITS
	EXISTING CREEK CENTER LINE
	EXISTING CONTOURS
	EXISTING BRIDGE BENT LOCATION
—FIB OPT—	EXISTING FIBER OPTICS
—GAS—	EXISTING GAS LINE
—12" W—	EXISTING WATER LINE
—8" SS—	EXISTING SANITARY SEWER
	EXISTING STORM SEWER
	PROPOSED STORM SEWER
	PROPOSED PAVEMENT EDGE
	PROPOSED RETAINING WALL
	PROPOSED NOISE WALL
	PROPOSED BASELINE
■	PROPOSED BRIDGE
■	PROPOSED SHOULDER
■	PROPOSED IH 30 MAINLANES
■	PROPOSED IH 30 HOV LANES
■	PROPOSED RAMP / DIRECT CONNECT
■	PROPOSED FRONTAGE / COLLECTOR ROAD
■	PROPOSED LOCAL STREET
■	EXISTING BRIDGE
■	EXISTING SHOULDER
■	EXISTING MAINLANES
■	EXISTING RAMP / DIRECT CONNECT
■	EXISTING FRONTAGE / COLLECTOR ROAD
■	EXISTING LOCAL STREET
■	FUTURE / PROPOSED IMPROVEMENTS BY OTHERS

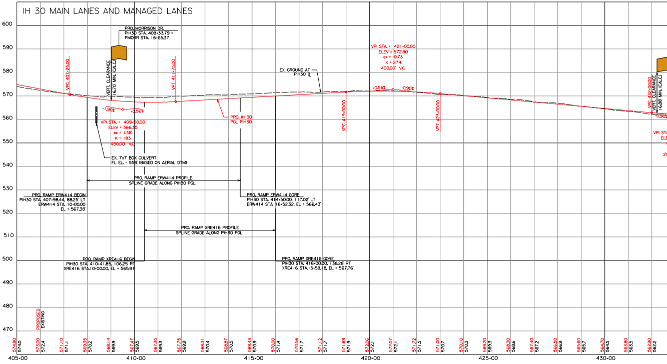

N
0
50
100
150
200
300
SCALE IN FEET

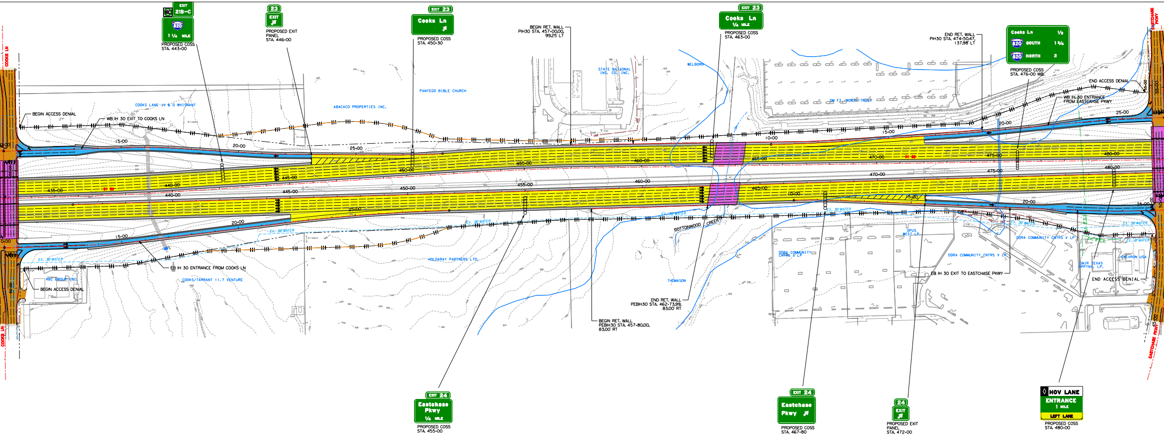

MATCH LINE STA 405+00 SEE ROLL 2
BEGIN RET. WALL
PIH30 STA. 408+25.00,
99.25' LT
END RET. WALL
PMORR STA. 20+50.00,
33.00' RT
BEGIN RET. WALL
PMORR STA. 18+13.62,
33.00' RT
EXIT
21B-C
820
1/2 MILE
PROPOSED BRIDGE MOUNT
STA. 409+75
PRICE
LYONS
LYONS
LYONS
EX. GULF SOUTH PIPEL
GULF SOUTH PIPELINE
EX. MOBIL PIPELINE
END ACCESS DENIAL
BEGIN ACCESS DENIAL
EX. 8" S.S.
MORRISON DR
20+00
10+00
15+00
20+00
410+00
415+00
IH 30
10+00
15+00
EX. 36" WATER
EX. 8" WATER
EX. 18" WATER
EX. 8" S.S.
EX. 10" S.S.
EX. 36" WATER
EX. 8" WATER
EX. S.S.
END ACCESS DENIAL
BEGIN RET. WALL
XRE416 STA. 10+48.33,
10.59' RT
END NOISE WALL
PIH30 STA. 408+29,
165.92' RT
BEGIN ACCESS DENIAL
BEGIN NOISE WALL
PIH30 STA. 409+92,
156.25' RT
END RET. WALL
PMORR STA. 14+99.12,
33.00' RT
BEGIN RET. WALL
PMORR STA. 12+00.00,
33.00' RT
10+00
EXIT 23
Cooks Ln
EXIT ONLY
PROPOSED COSS
STA. 412+00
END RET. WALL
PIH30 STA. 416+00,
147.30' RT
END NOISE WALL
XRE416 STA. 15+50.00,
9.00' RT
23
EXIT
PROPOSED SIGN
STA. 416+00
VALK
END RET. WALL
ERW414 STA. 25+25.00,
9.00' LT
MUST FOLLOW
820
PROPOSED GROUND MOUNT
STA. 427+00
WB IH 30 ENTRANCE
FROM COOKS LN
END ACCESS DENIAL
CITY OF FT. WORTH
WILSHIRE ENT. INC.
25+00
30+00
PIH30
420+00
425+00
430+00
20+00
25+00
30+00
EX. 36" WATER
EB IH 30 EXIT TO COOKS LN
END ACCESS DENIAL
VALK
Eastchase Pkwy 3/4
Fielder Rd 2 3/4
Lamar Blvd
Cooper St 3 3/4
EXISTING BRIDGE MOUNT TO REMAIN
APPROX STA. 432+20 EB
60+00
55+00
50+00

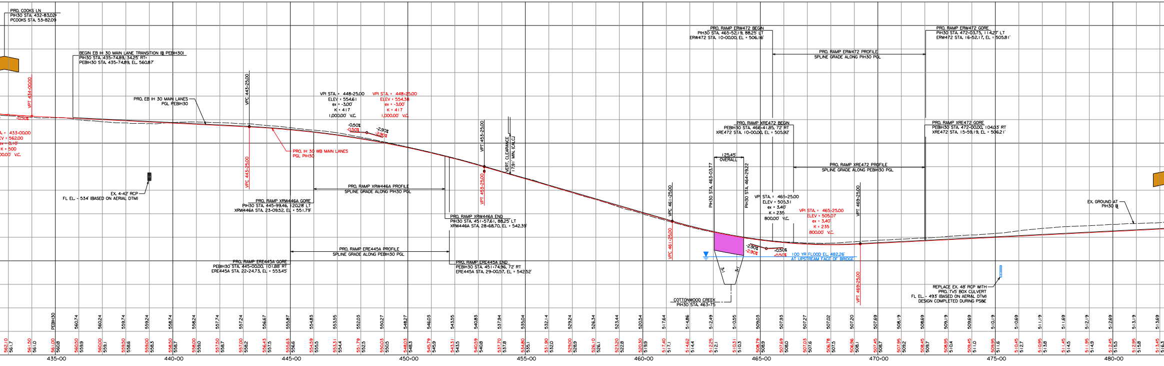

EXISTING R.O.W.
EX. ROW: 150' - 300'
EX./PROP. ℄
EX. ROW: 155' - 300'
PROP. ROW: 160' - 205'
PROPOSED R.O.W.
0'-12'
4'
2.25'
20'
10'
12'
12'
12'
12'
12'
10'
24.25'
10'
12'
12'
12'
12'
12'
0'-12'
10'
20'
SH
LN
SH
20:1
2.0%
2.5%
6:1
4:1
PGL
1.125'
GRADE BREAK
80'-92'
80'-92'
IH-30 10 GP LANES + AUX. LNS
PIH 30 STA. 405+00 TO STA. 435+75
PIH30 ℄
EX. ℄
PEBIH30 ℄
ALLOWANCE FOR POSSIBLE FUTURE
MANAGED LANE ACCESS RAMPS
EX. ROW: 100' - 300'
PROP. ROW: 115' - 250'
0' - 58.10'
34.25'
EX. ROW: 125' - 265'
PROP. ROW: 135' - 214'
PROP. R.O.W.
80' - 92'
80' - 92'
IH-30 10 GP LANES + AUX. LANES
PIH 30 STA. 435+75 TO STA. 474+52
PROPOSED R.O.W.
EX. ROW: 140' - 315'
PROP. ROW: 155' - 165'
12' - 32.2'
EX. ROW: 135' - 260'
EXISTING R.O.W.
36.25' - 55.1'
42.5' - 61.35'
IH-30 10 GP LANES + AUX LNS
PIH30 STA. 474+52 TO STA. 504+00
PROP. ℄
EX. ROW: 60' - 72'
PROP. ROW: 72' - 83'
EX. ROW: 60' - 68'
PROP. ROW: 60' - 81'
PROP. R.O.W.
PCOOKSS ℄
PCOOKSW ℄
46.3'-54'
51.8'-54'
2' - 14'
2' - 14'
15'
2'
6'
36' - 52'
36' - 52'
4'-16'
SIDEWALK
PROPOSED COOKS LN
PCOOKS STA. 48+50 TO STA. 59+30
PROP. R.O.W.
EX. ROW: 53' - 60'
PROP. ROW: 57' - 78'
EX. ROW: 50' - 65'
PROP. ROW: 70' - 83'
PECHSS ℄
PECHSN ℄
45'-51'
47'-69'
1'
37' - 64'
37' - 64'
4'-28'
SIDEWALK
PROPOSED EASTCHASE
PECHASE STA. 45+00 TO STA. 57+40
PROP. ℄
8'
40'
8'
0'-12'
12'
0'-12'
PROPOSED RAMP CURB SECTION
LOCATED AT APPROACH TO CROSS
STREET INTERSECTIONS
PROP. ℄
PROP. R.O.W.
20'
12'
26'
8'
4'
14'
8'
PROPOSED 1 LANE RAMP
AT GRADE
PROP. ℄
12'
36'
8'
4'
12'
12'
8'
PROPOSED 2 LANE RAMP
AT GRADE
EXISTING R.O.W.
PMORR ℄
EX. ROW: 44' - 83'
EX. ROW: 33' - 77'
EXISTING R.O.W.
PMORRNT ℄
12'-16'
26' TYP.
26' TYP. *
SIDEWALK
* 26' ALLOWS FOR FUTURE IMPROVEMENTS TO
A 4 - LANE UNDIVIDED FACILITY OVER IH 30
PROPOSED MORRISON DR
PMORRIS STA. 9+40 TO STA. 21+29

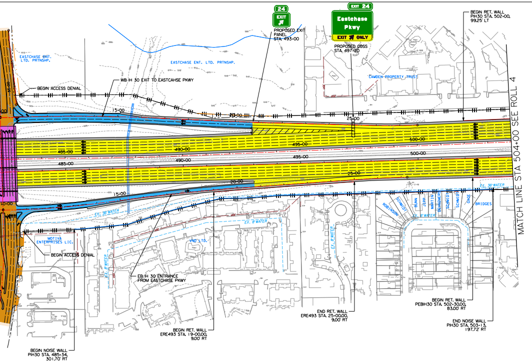
PROPOSED TYPICAL SECTIONS

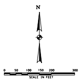
IH 30 MAIN LANES AND MANAGED LANES




EXIT 21B-C
820
1 1/4 MILE
PROPOSED COSS STA. 443+00
23 EXIT
PROPOSED EXIT PANEL STA. 446+00
EXIT 23 Cooks Ln
PROPOSED COSS STA. 450+30
BEGIN RET. WALL PIH30 STA. 457+00.00, 99.25' LT
EXIT 23 Cooks Ln 1/4 MILE
PROPOSED COSS STA. 463+00
END RET. WALL PIH30 STA. 474+50.47, 137.98' LT
Cooks Ln 1/2
820 SOUTH 1 3/4
820 NORTH 2
PROPOSED COSS STA. 476+00 WB
END ACCESS DENIAL
WB IH 30 ENTRANCE FROM EASTCHASE PKWY
COOKS LN
EASTCHASE PKWY
BEGIN ACCESS DENIAL
WB IH 30 EXIT TO COOKS LN
COOKS LANE JV & D WHISNANT
ABACACO PROPERTIES INC.
PANTEGO BIBLE CHURCH
STATE NATIONAL INS. CO. INC.
WELBORN
FM FT WORTH TRUST
IH 30
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00
475+00
480+00
15+00
20+00
25+00
10+00
EX. 36" WATER
COTTONWOOD CREEK
HOLDARAY PARTNERS LTD.
ABC GROUP INC.
COOKS/TARRANT 11.7 VENTURE
EB IH 30 ENTRANCE FROM COOKS LN
BEGIN ACCESS DENIAL
THOMASON
END RET. WALL PEBIH30 STA. 462+73.99, 83.00' RT
BEGIN RET. WALL PEBIH30 STA. 457+80.00, 83.00' RT
DDRA COMMUNITY CNTRS V LP
OPUS WEST LP
DDRA COMMUNITY CNTRS V LP
EB IH 30 EXIT TO EASTCHASE PKWY
CNIR TEXAS OPPTNY. LP.
CHEVRON USA
END ACCESS DENIAL
EXIT 24 Eastchase Pkwy 1/4 MILE
PROPOSED COSS STA. 455+00
EXIT 24 Eastchase Pkwy
PROPOSED COSS STA. 467+80
24 EXIT
PROPOSED EXIT PANEL STA. 472+00
HOV LANE ENTRANCE 1 MILE LEFT LANE
PROPOSED COSS STA. 480+00


PRO. COOKS LN PIH30 STA. 432+83.02= PCOOKS STA. 53+82.09
BEGIN EB IH 30 MAIN LANE TRANSITION (@ PEBIH30) PIH30 STA. 435+74.89, 34.25' RT= PEBIH30 STA. 435+74.89, EL. 560.87'
VPI 434+00.00
VPI STA. = 433+00.00 ELEV = 562.00 ex = 8.10 K = 500 ,000.00' V.C.
-0.50%
PRO. EB IH 30 MAIN LANES PGL PEBIH30
VPC 443+25.00
VPI STA. = 448+25.00 ELEV = 554.61 ex = -3.00' K = 417 1,000.00' V.C.
VPI STA. = 448+25.00 ELEV = 554.38 ex = -3.00' K = 417 1,000.00' V.C.
-0.50% -2.90%
PRO. IH 30 WB MAIN LANES PGL PIH30
VPT 453+25.00
VERT. CLEARANCE 17.91' MIN. (CALC)
EX. 4-42" RCP FL EL. = 534' (BASED ON AERIAL DTM)
PRO. RAMP XRW446A PROFILE SPLINE GRADE ALONG PIH30 PGL
PRO. RAMP XRW446A GORE PIH30 STA. 445+99.46, 120.28' LT XRW446A STA. 23+09.52, EL = 551.79'
PRO. RAMP XRW446A END PIH30 STA. 451+57.61, 88.25' LT XRW446A STA. 28+68.70, EL = 542.39'
PRO. RAMP ERE445A PROFILE SPLINE GRADE ALONG PEBIH30 PGL
PRO. RAMP ERE445A GORE PEBIH30 STA. 445+00.00, 101.88' RT ERE445A STA. 22+24.73, EL = 553.45'
PRO. RAMP ERE445A END PEBIH30 STA. 451+74.96, 72' RT ERE445A STA. 29+00.57, EL = 542.52'
PRO. RAMP ERW472 BEGIN PIH30 STA. 465+52.19, 88.25' LT ERW472 STA. 10+00.00, EL = 506.16'
PRO. RAMP ERW472 PROFILE SPLINE GRADE ALONG PIH30 PGL
PRO. RAMP ERW472 GORE PIH30 STA. 472+03.75, 114.27' LT ERW472 STA. 16+52.17, EL = 505.81'
PRO. RAMP XRE472 BEGIN PEBIH30 STA. 466+41.85, 72' RT XRE472 STA. 10+00.00, EL = 505.92'
PRO. RAMP XRE472 PROFILE SPLINE GRADE ALONG PEBIH30 PGL
PRO. RAMP XRE472 GORE PEBIH30 STA. 472+00.00, 104.03' RT XRE472 STA. 15+59.19, EL = 506.21'
125.45' OVERALL
PIH30 STA. 463+03.77
PIH30 STA. 464+29.22
VPC 461+25.00
VPI STA. = 465+25.00 ELEV = 505.31 ex = 3.40' K = 235 800.00' V.C.
VPI STA. = 465+25.00 ELEV = 505.07 ex = 3.40 K = 235 800.00' V.C.
VPT 469+25.00
-2.90% -0.50%
100 YR FLOOD EL. 482.26' AT UPSTREAM FACE OF BRIDGE
COTTONWOOD CREEK PIH30 STA. 463+75
EX. GROUND AT PIH30 ℄
REPLACE EX. 48" RCP WITH PRO. 7'x5' BOX CULVERT FL EL. = 493' (BASED ON AERIAL DTM) DESIGN COMPLETED DURING PS&E
PEBIH30
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00
475+00
480+00

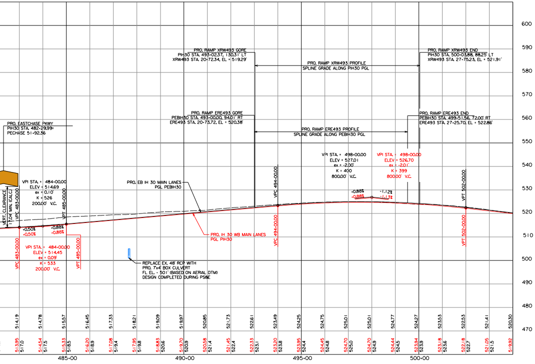

24
EXIT
PROPOSED EXIT PANEL STA. 493+00
EXIT 24
Eastchase Pkwy
EXIT ONLY
PROPOSED COSS STA. 497+20
BEGIN RET. WALL PIH30 STA. 502+00, 99.25' LT
EASTCHASE ENT. LTD. PRTNSHP.
EASTCHASE ENT. LTD. PRTNSHP.
CAMDEN PROPERTY TRUST
WB IH 30 EXIT TO EASTCAHSE PKWY
BEGIN ACCESS DENIAL
15+00
20+00
25+00
485+00
490+00
495+00
500+00
485+00
490+00
495+00
500+00
15+00
20+00
25+00
EX. 36" WATER
EX. 8" WATER
EX. 8" WATER
EX. 6" WATER
EX. 36" WATER
MOTIVA ENTERPRISES LIC.
VND LTD.
ROBINSON
SCHMIDT
BUNN
JIPP
MARTIN
DEHAEMERS
SCHMIDT
SCHMIDT
GAGE
BRIDGES
BEGIN ACCESS DENIAL
EB IH 30 ENTRANCE FROM EASTCHASE PKWY
END RET. WALL ERE493 STA. 25+00.00, 9.00' RT
BEGIN RET. WALL PEBIH30 STA. 502+30.00, 83.00' RT
END NOISE WALL PIH30 STA. 503+13, 197.72' RT
BEGIN RET. WALL ERE493 STA. 19+00.00, 9.00' RT
BEGIN NOISE WALL PIH30 STA. 485+34, 301.70' RT
MATCH LINE STA 504+00 SEE ROLL 4


N
0
50
100
150
200
300
SCALE IN FEET

LEGEND

-·-·-·-	EXISTING R.O.W.
-·-·-·-	PROPOSED R.O.W.
┼┼┼──┼┼┼	CONTROL OF ACCESS (ACCESS DENIAL LINE)
➡	DIRECTION OF TRAFFIC
──	EXISTING PROPERTY LINE
- - - -	CITY LIMITS
──	100-YR FLOODPLAIN LIMITS
─···─	EXISTING CREEK CENTER LINE
- - - -	EXISTING CONTOURS
▭	EXISTING BRIDGE BENT LOCATION
FIB OPT	EXISTING FIBER OPTICS
GAS	EXISTING GAS LINE
12" W	EXISTING WATER LINE
8" SS	EXISTING SANITARY SEWER
═══	EXISTING STORM SEWER
═══	PROPOSED STORM SEWER
──	PROPOSED PAVEMENT EDGE
──	PROPOSED RETAINING WALL
──	PROPOSED NOISE WALL
─·─·─	PROPOSED BASELINE
▬	PROPOSED BRIDGE
▬	PROPOSED SHOULDER
▬	PROPOSED IH 30 MAINLANES
▬	PROPOSED IH 30 HOV LANES
▬	PROPOSED RAMP / DIRECT CONNECT
▬	PROPOSED FRONTAGE / COLLECTOR ROAD
▬	PROPOSED LOCAL STREET
▬	EXISTING BRIDGE
▬	EXISTING SHOULDER
▬	EXISTING MAINLANES
▬	EXISTING RAMP / DIRECT CONNECT
▬	EXISTING FRONTAGE / COLLECTOR ROAD
▬	EXISTING LOCAL STREET
▬	FUTURE / PROPOSED IMPROVEMENTS BY OTHERS

ROLL 3 OF 12



TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL P. CHAVEZ, P.E., DISTRICT ENGINEER

IH-30 CORRIDOR
FROM OAKLAND BLVD TO PROPOSED SH-161
CSJ: 1068-02-072
PUBLIC HEARING DISPLAY

JANUARY 25, 2007

IH 30 MAIN LANES
STA. 213+00 TO STA. 888+77
EXCLUDES STA. 750+00 TO STA. 850+00

DESIGN SPEED:
FREEWAY = 70 mph
RAMPS = 50 mph
FRONTAGE ROADS = 40 mph
CROSS STREETS = 40 mph

SCALE: 1"=200' H, 1"=20' V

ROLL 3 OF 12
IH 30 STA 405+00 TO STA 504+00

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